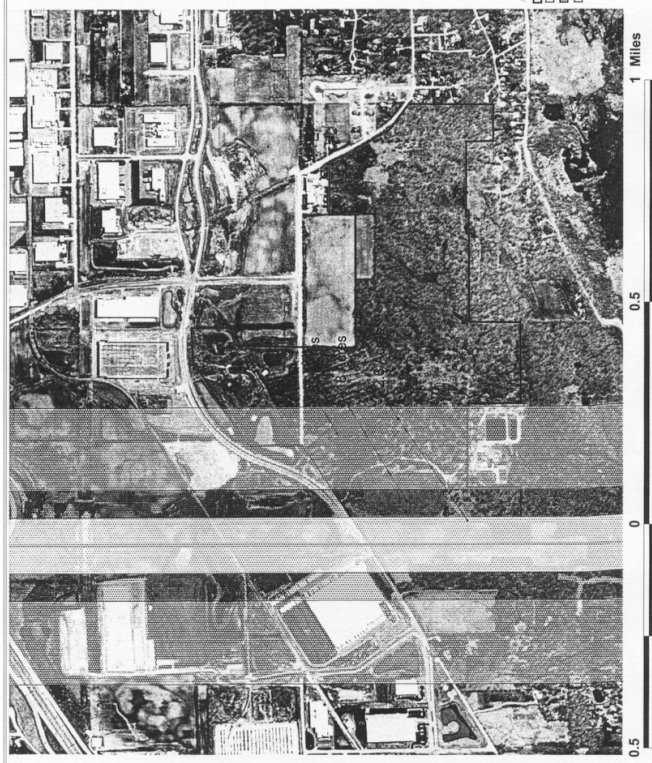


Document 6

Woodridge Forest Preserve

Potential Salt Impact



Document 6

Chloride measurements (in parts per million) in study wetlands over a seven month period from November 1997 to July 1998

	Nov 97	Jan 98	Early Feb 98	Late Feb 98	Early Mar 98	Late Mar 98	Apr 98	May 98	Jul 98	
Glen Oak	116	760	400	180	177	187	150	115	116	
East Branch	152	400	---	180	376	230	190	144	132	
Hidden Lake	171	260	---	140	168	174	173	164	168	
Moscom	73	560	260	175	198	218	93	119	64	
Mc Koc	75	340	148	170	156	161	135	110	110	
Songbird	374	520	---	200	213	214	168	118	252	
West Branch	136	520	300	220	242	216	128	140	150	
West Chicago	28	---	12	16	16	12	10	12		

Other wetlands sampled during July 1998

Mud Lake (DuPage)	200 ppm
Shell Wetland (DuPage)	92 ppm
Dog-leg Wetland (DuPage)	50 ppm
Wetland "B" (DuPage)	135 ppm
Schick Rd. Fen (DuPage)	114 ppm
Brewster Creek Marsh (DuPage)	25 ppm
Brewster Creek (DuPage)	80 ppm
Churchill Retention Pond (DuPage)	628 ppm
Fern Meadows Marsh (DuPage)	20 ppm
Norton Creek (DuPage)	48 ppm
Silver Lake (DuPage)	40 ppm
Other Creek Marsh (Kane)	104 ppm
Other Creek (Kane)	90 ppm
Persimmon Woods Wetlands north (Kane)	200 ppm
Persimmon Woods Wetland south (Kane)	80 ppm

Document 7



FOREST PRESERVE DISTRICT OF WILL COUNTY

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MICHAEL PASTERIS, Executive Director

February 22, 2001

John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
210 West Center Court
Schaumburg, Illinois 60196

Attn: Patrick J. Pechnick, P.E.

Re: FAP 340 (Interstate 355 South Extension)
Draft Supplemental Final Environmental Impact Statement
FHWA-IL-EIS-93-03-FS4(f)

Dear Mr. Pechnick:

District staff has reviewed the Draft Supplemental Final Environmental Impact Statement for FAP 340(Interstate 355 South Extension) and have the following comments.

Section 2.12.3 Threatened and Endangered Species

The presence of the state threatened Blanding's Turtle has been omitted under the State Listed Species section on page 2-33. While the District does not feel that the Tollway development will necessarily eliminate the species from the project corridor, however, the species does occur within the corridor and should be addressed.

Section 3.0 Alternatives

In Section 3.2, the alternatives were not adequately discussed. There was no justification or analysis of the alternatives and what the scoring of these alternatives was based on. The DSFEIS does not disclose the environmental benefits of each alternative. The DSFEIS also fails to consider the current residential needs and uses of the transportation system as part of the Alternative Analysis. The DSFEIS continually discusses the issue of safety as a primary reason for the development of this extension. However, it does not detail current safety statistics and how safety would be increased with a tollroad relative to local roadway improvements.

Section 3.4.4 Local System Deficiencies

The local roadways will still require improvements. Development of the Tollway will not alleviate these problems, especially with the increased growth and use of the local roads to travel to the interchanges.

Section 4.4.1 Improve Access Between Residential Areas and Regional Job Centers

If travel times is the primary issue, there is a greater need to establish and develop affordable housing within the major job market corridors. This will prevent further congestion and promote development closer to the Chicago urban fringe. Promoting residential development within an area that lacks sufficient employment opportunities perpetuates and supports the reliance on increased vehicle usage while increasing air quality problems.

DSFEIS Comments.doc
Page 1 of 3

RECYCLED RECYCLABLE

Document 7

4.8

Section 4.10 Water Quality and Water Resources

This section does not detail the operational impacts to Spring Creek. It should be noted within the EIS that ISTHA's wetland mitigation area and IDOT's proposed regional wetland bank, and the District's current holdings are immediately downstream of the Spring Creek bridge. Greater consideration on how the Tollway Extension would likely impact the establishment and ecological maintenance of higher quality wetlands is warranted.

There was considerable discussion in regards to the impacts to Black Partridge Creek. The District feels that the same should be done for the anticipated impacts to Spring Creek and the various water related projects proposed along the stream system. Construction and wetland restoration planning must be integrated and handled concurrently as one project in order to avoid future development discrepancies. It is imperative that these issues be identified and integrated into the project prior to any future approval of the Tollway extension.

4.9

Surface Runoff

The District is concerned that the transport of salt directly into surface water will not be monitored. In addition, if salinization of the water systems does appear to be increasing to problematic levels, will ISTHA or IDOT be prepared to implement remediation applications, and if so, what methods would be used?

4.24

Section 4.11 Biological Resources

The presence of the Blanding's Turtle was also omitted in this section and should be included in the list of State-listed Species on p. 4-21.

4.26

Section 4.12 Air Quality

The construction of a Tollway within a corridor that currently lacks employment opportunities only increases reliance on vehicle use, increasing air quality problems.

4.31

Section 4.13 Noise

In section 4.13.6 (p. 4-32), there was no discussion of the District's Centennial Trail, which is a component of the Grand Illinois Trail, or the development of a trail through Keepataw. ISTHA is aware of the trail system and an agreement between the District and ISTHA has been extended until Spring 2004 regarding the use of ISTHA's haul road bridge for a trail through Keepataw. However, the Draft Supplemental Final Environmental Impact Statement does not indicate any of these items and the impacts to them in the analysis.

4.37

Section 4.15 Visual Impacts

Does IDOT or ISTHA still intend to transfer the land proposed as visual buffer along Lemont Woods and Black Partridge to the District?

4.38

Section 4.20 Cumulative Impacts

The DSFEIS does not give sufficient detail of the cumulative impacts that construction of the extension will have on the region. The extension will likely increase the need for all services related to greater residential and commercial growth, including existing infrastructure and community services. Community service needs include park and open space requirements. The existing parks, preserves and public facilities will likely become overused and negatively impacted.

4.39

As greater residential communities develop, there will be a greater demand for parks and preserves, which may or may not be possible to acquire. As growth in the project area increases, so will the market value for land, thus limiting the financial ability of open space preservation organizations to acquire land for such purposes. There should be greater discussion of these issues and recommendations on how to mitigate secondary and cumulative impacts, including open space protection.

DSFEIS Comments.doc
Page 2 of 3